AMENDMENTS TO THE CLAIMS:

This listing of claims will replace all prior versions, and listings, of claims in the application:

LISTING OF THE CLAIMS:

1-16. (Canceled).

17.   (Currently Amended) A method for regulating a state of charge of an energy accumulator for storing electrical energy in a vehicle having a hybrid drive unit, an internal combustion engine and at least one electrical machine which can be coupled to a power train of the vehicle, comprising:

regulating the state of charge of the energy accumulator as a function of a velocity of the vehicle; and

lowering a setpoint value of the state of charge by a value that corresponds to a likely charge to be received by the energy accumulator during a deceleration of the vehicle from an instantaneous velocity to a standstill;

wherein the value that corresponds to a likely charge to be received is obtained by accessing a predefined characteristic curve that predicts the value that corresponds to a likely charge to be received as a function of velocity.

18.   (Previously Presented) The method as recited in claim 17, further comprising:

lowering a setpoint value of the state of charge with increasing velocity.

19.   (Canceled)

20.   (Canceled)

21.   (Currently Amended) The method as recited in claim 17, further comprising:

lowering [[a]] the setpoint value of the state of charge by a value that is linearly proportional to the velocity.

22.   (Currently Amended) The method as recited in claim 17, further comprising:

lowering [[a]] the setpoint value of the state of charge by a value which is

exponentially proportional super-proportional to the velocity.

23.   (Previously Presented) The method as recited in claim 22, wherein the setpoint value

forms an input variable of a strategy for operating the internal combustion engine and the

at least one electrical machine.

24.   (Currently Amended) A vehicle, comprising:

a hybrid drive unit;

a power train;

an internal combustion engine;

at least one electrical machine that can be coupled to the power train of the

vehicle;

an energy accumulator for storing electrical energy; and

a charge controller for regulating a state of charge of the energy accumulator,

wherein the charge controller:

regulates the state of charge of the energy accumulator as a function of a velocity

of the vehicle; and

lowers a setpoint value of the state of charge by a value that corresponds to a

likely charge to be received by the energy accumulator during a deceleration of the

vehicle from an instantaneous velocity to a standstill;

wherein the value that corresponds to a likely charge to be received is obtained by

accessing a predefined characteristic curve that predicts the value that corresponds to a

likely charge to be received as a function of velocity.

25.   (Previously Presented) The vehicle as recited in claim 24, wherein the energy

accumulator includes one of a battery and a capacitor, and wherein the energy

accumulator can be operated with a changeable state of charge.

26.   (Previously Presented) The vehicle as recited in claim 24, wherein the energy

accumulator includes an NiMH battery.

27.   (Previously Presented) The vehicle as recited in claim 24, wherein a measured value of the velocity can be applied to the charge controller.

28.   (Previously Presented) The method as recited in claim 17, wherein the energy accumulator comprises a NiMH battery.

29.   (Previously Presented) The method as recited in claim 17, further comprising:
          delaying the charging of the energy accumulator as the vehicle's velocity increases.

30.   (Previously Presented) The method as recited in claim 17, wherein the setpoint value is not lowered when energy for charging the energy accumulator is generated via energy recovery during a downhill drive.

31.   (Previously Presented) The method as recited in claim 30, further comprising:
          storing surplus energy in the energy accumulator independently from the velocity.

32.   (Previously Presented) The method as recited in claim 17, wherein the setpoint value drops linearly in a predefined velocity range between standstill and an upper limit and is then kept constant.

33.   (Previously Presented) The method as recited in claim 17, wherein in a cold start the setpoint value remains constant up to a predefined minimum velocity and drops subsequently to a maximum velocity with increasing slope above a state of charge limit.

34.   (Previously Presented) The vehicle as recited in claim 25, wherein the battery is a NiMH battery.

35.   (Previously Presented) The vehicle as recited in claim 24, wherein the charge controller delays the charging of the energy accumulator as the vehicle's velocity increases.

36.   (Previously Presented) The vehicle as recited in claim 24, wherein the charge controller does not lower the setpoint value when energy for charging the energy accumulator is generated via energy recovery during a downhill drive.

37.   (Previously Presented) The vehicle as recited in claim 36, wherein the charge controller stores surplus energy in the energy accumulator independently from the velocity.

38.   (Currently Amended) The vehicle as recited in claim 24, wherein the charge controller drops the setpoint value ~~drops~~ linearly in a predefined velocity range between standstill and an upper limit and then keeps the setpoint value constant.

39.   (Currently Amended) The vehicle as recited in claim 24, wherein ~~the charge controller~~ in a cold start, the setpoint value is kept constant up to a predefined minimum velocity and drops subsequently to a maximum velocity with increasing slope above a state of charge limit.

40.   (New) A method for regulating a state of charge of an energy accumulator for storing electrical energy in a vehicle having a hybrid drive unit, an internal combustion engine and at least one electrical machine which can be coupled to a power train of the vehicle, comprising:

    calculating, for various values of instantaneous velocity, a likely amount of charge be received by the energy accumulator during a deceleration of the vehicle from the instantaneous velocity to a standstill;

    generating a first characteristic curve in which a setpoint value of the state of charge of the energy accumulator is lowered, as a function of the instantaneous velocity, by the calculated likely amount of charge, wherein the setpoint value decreases in proportion to the square of the instantaneous velocity in a predefined velocity range between the standstill and an upper limit, and is then kept constant;

    generating a second characteristic curve in which the setpoint value is kept constant up to a predefined minimum velocity, then drops with a curved trajectory of increasing slope until a maximum velocity is reached, and is then kept constant;

    providing a charge controller with access to the first and the second characteristic curves;

configuring the charge controller to regulate the state of charge of the energy accumulator in accordance with the second characteristic map when the vehicle is operating from a cold start, and in accordance with the first characteristic map at all other times; and

further configuring the charge controller to provide an exception to control in accordance with the first characteristic map, the exception being that the setpoint value is not lowered when energy for charging the energy accumulator is generated via energy recovery during a downhill drive, in which case the charge controller stores surplus energy in the energy accumulator independently from the velocity.